

AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. - 3. (Cancelled).

4. (New) A light alloy wheel comprising an outer rim having a tubular rim part, the tubular rim part comprising: a bead seat, a hump, a slope wall and an ornamental wall, the ornamental wall being arranged on a side opposite to tire-mounting side of the outer rim and bridging from a juncture between extension from tire-mounting-side contour of the bead seat and exterior contour of the rim to a juncture between extension from tire-mounting-side contour of the slope wall and exterior contour of the rim; and a cavity defined by the bead seat, the hump, the slope wall and the ornamental wall; and wherein,

when assuming a solid rim part that is defined by the junctures and consisting of the bead seat, the hump and the slope wall and has a typical standardized shaping construction in respect of inclination, dimensions such as height and length and wall thicknesses for guaranteeing a required strength of the outer rim, and in conformity mainly with design specification of a tire,

shaping and wall thicknesses of the tubular rim part are set so that:

(a) a ratio of cross-sectional area of the tubular rim part to that of the solid rim part is no more than 100%; and

(b) a ratio of geometrical moment of inertia of the tubular rim part to that of the solid rim part is no less than 100%.

5. (New) A light alloy wheel according to claim 4, wherein, with respect solely to the tubular rim part, part of or portion of either of the ornamental wall, the bead seat, the hump and the slope wall is modified in respect of thickness and is comprised of a flat wall and/or a curved wall so as to improve the geometrical moments of inertia.

6. (New) A light alloy wheel according to claim 4, further comprising hollow spokes jointed to the tubular rim part and wherein the tubular rim part has an opening at each of joints between the hollow spokes and the tubular rim part, so that cavities of hollow spokes communicate with the cavity in the tubular rim part.

7. (New) A light alloy wheel according to claim 4 or 5, wherein, at around joints between the cavity in the tubular rim part and hollow spokes, a portion of the ornamental wall, the bead seat, the hump or the slope wall is

modified in respect of thickness and is comprised of a flat wall and/or a curved wall so as to improve the geometrical moments of inertia.

8. (New) A light alloy wheel according to claim 4, wherein geometrical moment of inertia of the tubular rim part, about an axis that is parallel to the wheel axis and extends through centroid of a cross section of the tubular rim part, is no less than geometrical moment of inertia of the solid rim part, about an axis that is parallel to the axis of the wheel and extends through centroid of a cross section the solid rim part; and the geometrical moment of inertia of the tubular rim part, about an axis that is vertical to the axis of the wheel and extends through centroid of a cross section of the tubular rim part, is no less than the geometrical moment of inertia of the solid rim part, about an axis that is vertical to the axis of the wheel and extends through centroid of a cross section of the solid rim part.

9. (New) A light alloy wheel according to claim 4, wherein the ornamental wall is at least partly, convex outwardly.

10. (New) A light alloy wheel according to claim 4, 5 or 6, wherein, at around joints between the cavity in the tubular rim part and the hollow spokes, augmentation and/or trim-wise rounding is made on inner faces of the hollow spokes and/or the tubular rim part.

11. (New) A light alloy wheel with an inner rim having a tubular rim part that is constructed as in the tubular rim part on the outer rim as recited in claim 4.